



11/23/2015

VIA EMAIL

Josh Eisenhut
Armstrong Development
1375 Exposition Blvd, Suite 101
Sacramento, CA 95815

RE: Fair Oaks and Howe Retail (P15-079)

Dear Mr. Eisenhut:

WALKSacramento has reviewed the project routing for Fair Oaks and Howe Retail (P15-079) distributed by the City of Sacramento. We offer the following comments on the project with the goal of creating a more walkable and healthy project within the City of Sacramento.

Development projects that lead to more walking and active travel are critical to our community's future. Human beings need moderate exercise, such as walking, for about 30 minutes a day in order to prevent the development of chronic disease and overweight. Only 30% of the population in the Sacramento region is active at this minimal level, often due to limitations placed by a built environment not suited to walking and other types of physically active travel. A 30-minute walk is about one and a half miles. If more people could obtain regular exercise by walking and bicycling to their regular destinations, in lieu of driving, it could yield significant health improvements to the resident population of this area. Reduced driving would also decrease vehicle emissions and the prevalence of asthma, cardiovascular disease, and other air pollution-related conditions. More trips by walking and bicycling could help reduce the current expensive burden on the health care system of providing medical care to more and more people with chronic conditions due to inactivity and poor air quality.

The proposed grocery retail uses for the Fair Oaks and Howe Retail project will expand upon the services and shopping opportunities soon to be offered by the under-construction CVS on the project site. The site is within easy walking distance of at least ten multi-family complexes and many single-family homes; two retirement communities and one apartment complex are directly across the street. A site design and pedestrian circulation plan that prioritizes pedestrian environment and safety could have a significant positive contribution to the number of people walking to the shopping center and the number of people that "park once" and shop at several of the stores. The following comments address some of the ways the Fair Oaks and Howe Retail project design could encourage more walking and biking trips.

Access at the "Outparcel Building" could be improved with several minor revisions at the drive-through driveway which has pedestrian safety deficiencies at two locations. First,

the crosswalk at the drive-through exit is shown in line with the curb along the drive aisle. This shifts the pedestrian path of travel close to the drive aisle traffic and requires the curb ramp to be oriented out into the drive aisle. The curb ramp at the north side of the exit also seems to be missing the curb ramp, although there are some lines on the drawings at the beginning of the curb return that may indicate the presence of a curb ramp. Constructing a raised crosswalk at this location should also improve driver compliance in not blocking the crosswalk. See the green shaded area on the left side of the drawing below. **WALKSacramento recommends constructing a raised marked crosswalk set back from the intersection at the drive-through exit, and adding curb ramps to improve pedestrian safety and mobility.**

Second, there is no crosswalk at the drive-through entrance, nor is there a curb ramp shown on the north side of the crossing. See the green shaded area on the right side of Figure 1 below. **WALKSacramento recommends adding a marked crosswalk at the drive-through entrance and a curb ramp on the north side to improve pedestrian safety and mobility.**



Figure 1: Drive-Through Exit and Entrance Crossings

Access to the site from Cadillac Drive (north) requires crossing the loading dock driveway entrance but there's no crosswalk nor is there a curb ramp on the south side. See the green-shaded area in Figure 2 below. **WALKSacramento recommends adding a marked crosswalk at the loading dock driveway entrance and a curb ramp on the south side to improve pedestrian safety and mobility.**

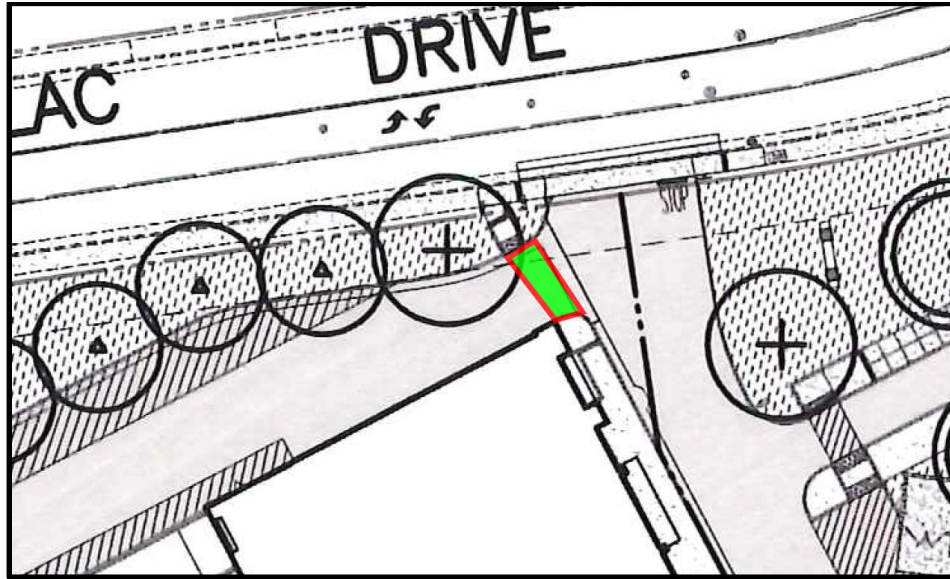


Figure 2: Loading Dock Driveway Entrance Crossing

Access to the "Outparcel" access from Cadillac Drive (north) is somewhat indirect. There is an opportunity to add additional access between the "Outparcel" and "Grocery" buildings by adding marked crosswalks and sidewalks in the planters next to the trash/recycle enclosure and the "Grocery" ADA parking spaces. See the green-shaded area in Figure 3, below. **WALKS**acramento recommends adding crosswalks across two drive aisles and sidewalks in the planters next to the trash/recycle enclosure and the "Grocery" ADA parking spaces to improve pedestrian safety travelling between the "Outparcel Building" and the "Grocery."

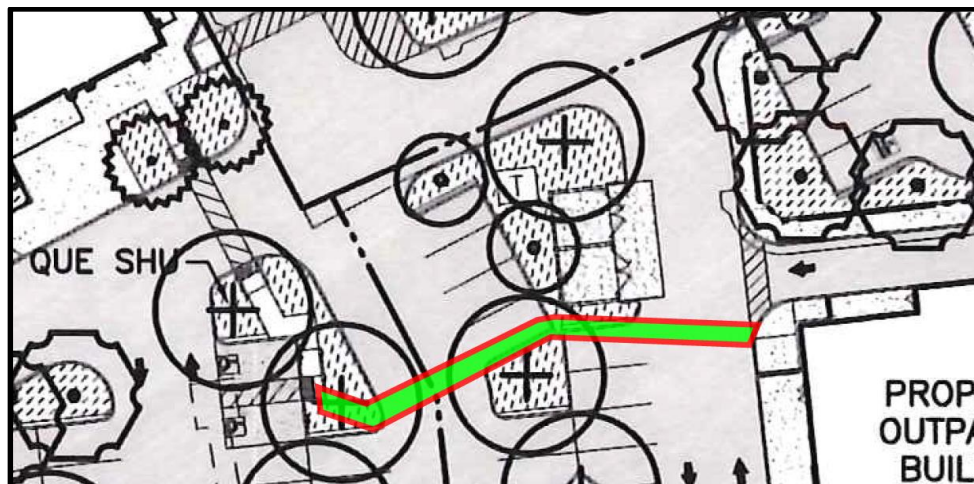


Figure 3: Pathway Between "Grocery" and "Outparcel"

The following recommendation is made to enable more "park once" shopping and improve access to the "Outparcel Building" from Cadillac Drive (west). "Park once" reduces the number of vehicles circulating in the lot at one time, but it also reduces cold starts and idling as drivers look for a second place to park. Figure 4 shows a potential marked walkway between Cadillac Drive (west) and the "Outparcel Building" indicated by a green shaded area. This walkway would not only provide access from the street that is much more direct than the route allowed by the proposed site plan, indicated by a red line in Figure 4, but it would also provide a convenient path from the "Grocery" parking field to the "Outparcel Building" and CVS. Shoppers would have a safer east-west path using a marked walkway to cross drive aisles than if they were walking between spaces and parked cars. It may also provide shoppers easier access to cart corrals and reduce the number of corrals needed by providing openings through the parking rows.

WALKSacramento recommends adding a walkway with marked drive-aisle crosswalks between Cadillac Drive (west) and the ADA parking spaces near the southwest corner of the "Outparcel Building."

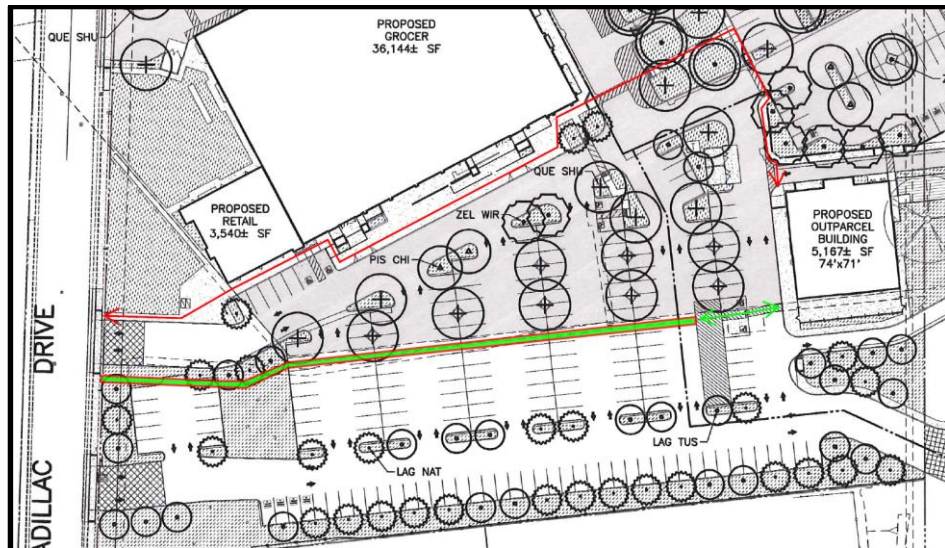


Figure 4: Enabling "Park Once" and Access from Cadillac Drive (west)

The last two recommendations are to improve the pedestrian experience at the street and reduce the visual and acoustical impacts of the "Grocery/Retail" building. The elevations of the north side and west side of the "Grocery" provide little interest to pedestrians. There are no windows providing "eyes on the street", except for the southwest corner of the small retail space next to the "Grocery", and the walls are mostly blank and have little articulation. This presents an uninteresting view, especially during the winter when the deciduous trees are leafless. Planting evergreen trees along the loading dock driveway can reduce the visual and acoustical impact of the loading dock; planting deciduous trees in the space to the west of the west wall can reduce the visual impact of the building.

WALKSacramento recommends moving the Chinese Pistache shown along the loading-dock driveway to the back of sidewalk, and planting evergreen trees along the driveway to visually and acoustically screen the northern wall of the building and the loading dock.

WALKSacramento also recommends planting deciduous trees close to the back of sidewalk and near the west side of the "Grocery/Retail" building to visually screen the building.

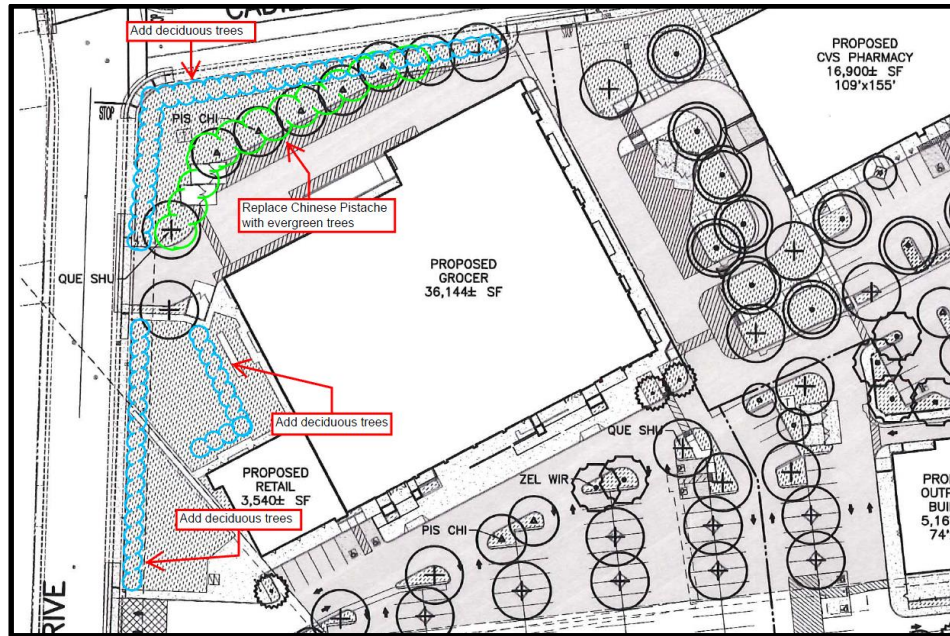


Figure 5: Trees for Visual and Acoustical Screening

Finally, pedestrian trips beginning or ending from the senior housing directly across Cadillac Drive or the townhomes and apartments to the south will not have a convenient marked crossing. The crosswalk shown on the drawings will take pedestrians a minimum of about 600 feet out of their way to get to the driveway access to the shopping center. The choice between crossing midblock or walking 300 feet away from one's destination and then returning 300 feet does not encourage choosing the safe and "accessible" route.

A marked crossing at the driveway may be justified, and may require traffic calming and pedestrian enhancements considering many of the pedestrians may be elderly. Additionally, a marked crosswalk at the south leg of the Cadillac Drive and Feature Drive intersection on the site plan and planting plan will be needed to encourage safe crossings to the shopping center. See Figure 6 for these two locations.

WALKSacramento recommends adding a mid-block marked crossing at the Cadillac Drive (west) driveway and at the south leg of the Cadillac Drive and Feature Drive intersection.

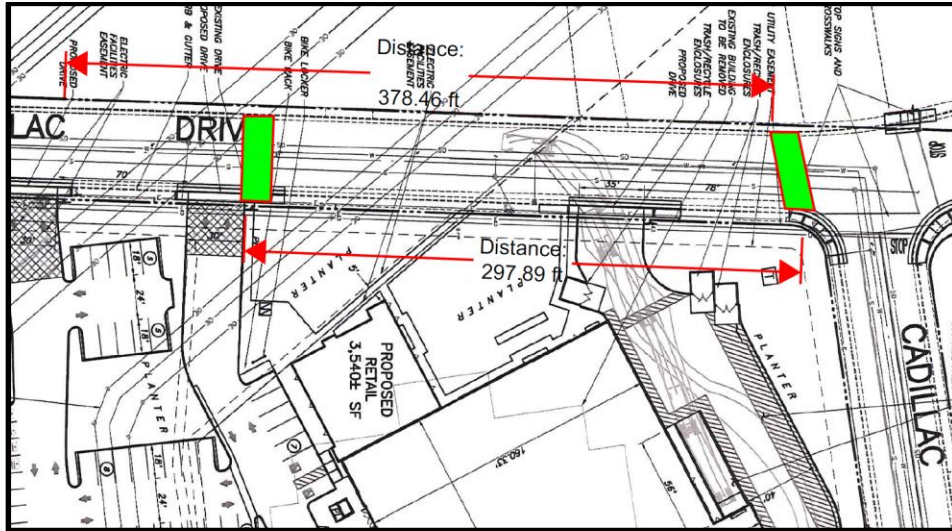


Figure 6: Marked Crosswalk at South Leg of Cadillac Drive and Feature Drive

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255 or cholm@walksacramento.org.

Sincerely,
Chris Holm
Project Manager

cc: Michael Hannebutt, City of Sacramento Community Development Department

Attachment: Development Checklist for Biking and Walking

DEVELOPMENT CHECKLIST for BIKING and WALKING

*Prepared by WALKSacramento and SABA (Sacramento Area Bicycle Advocates)
September 2012*

This checklist is provided to give an indication of design, engineering, and policy elements that we consider when reviewing development projects.

POLICIES

- ☐ Walking and biking is a priority
- ☐ Adopted a policy to develop a full multi-modal and ADA accessible transportation system

Project Review and Comment

POLICY CONSIDERATIONS

- ☐ Pedestrian Master Plan
- ☐ Bicycle Master Plan
- ☐ Regional Blueprint
- ☐ Regional Blueprint Consistent General Plans
- ☐ Adopted Climate Action Plans
- ☐ Subdivision ordinances to support pedestrian and bicycle access and safety
- ☐ Zoning ordinance to support pedestrian and bicycle access and safety

ENGINEERING

- ☐ SIDEWALKS & BIKELANES ON BOTH SIDES OF MAJOR ROADWAYS
 - ☐ Pedestrian Level of Service “C” or better on arterials
 - ☐ Bicycle Level of Service “C” or better on arterials
- ☐ SAFE CROSSINGS FOR PEDESTRIANS
 - ☐ every 300-600 feet on major arterials
 - ☐ well lit, marked crosswalks
 - ☐ audible signals & count-down signals
 - ☐ median refuge islands
- ☐ SPEED MANAGEMENT
 - ☐ Speed limits based on safety of pedestrians and bicyclists
 - ☐ Implement “road diets” where there is excess lane capacity
- ☐ STREET DESIGN STANDARDS
 - ☐ Maximize pedestrian and bicyclist safety
 - ☐ Sidewalks buffered by trees and landscaping on major arterials
 - ☐ Vertical curbs
 - ☐ 5’ minimum sidewalk widths, 8’ in front of schools
 - ☐ 6’ minimum bike lanes on busy streets

❑ **INTERSECTIONS**

- Median refuge islands for pedestrians
- Signal timing to enable safe passage
- Signal detection for bicyclists
- Crossings on all 4 legs of intersections

❑ **ELIMINATE BARRIERS**

- Freeway, railroad, river and creek crossings
- Obstructions in sidewalks and bike lanes

NEW DEVELOPMENT – REQUIRE

- ❑ Walking & bicycling circulation plans for all new development
- ❑ Direct and convenient connections to activity centers, including schools, stores, parks, transit
- ❑ Mixed uses and other transit supporting uses within ¼ mile of light rail stations or bus stops with frequent service
- ❑ Minimum width streets
- ❑ Maximum block length of 400'
- ❑ 4-lane maximum for arterials; Recommend 2 lanes wherever possible

NEW DEVELOPMENT – DISCOURAGE

- ❑ Cul-de-sacs (unless it includes bike/ped connections)
- ❑ Gated and/or walled communities
- ❑ Meandering sidewalks
- ❑ Inappropriate uses near transit (gas stations, drive-thru restaurants, mini storage and other auto dependent uses)

BUILDINGS – REQUIRE

- ❑ Direct access for pedestrians from the street
- ❑ Attractive and convenient stairways
- ❑ Bicycle parking – long & short term
- ❑ Shower & clothing lockers

OLDER NEIGHBORHOODS

- ❑ Improve street crossings
- ❑ Reduce speeds
- ❑ Provide new connections
- ❑ Create short cuts for walkers and bicyclists by purchase of properties or other means
- ❑ Provide sidewalks on both sides of major streets

Policy Review and Comment

ENFORCEMENT & MAINTENANCE

- ❑ Enforce speed limits
- ❑ Enforce crosswalk rules – conduct crosswalk sting operations
- ❑ Enforce restrictions against parking on sidewalks
- ❑ Enforce bicycle rules including riding with traffic, lights at night, stopping at red lights
- ❑ Implement CVC 267 setting speed limits based on pedestrian and bicyclist safety
- ❑ Sweep streets and fix hazards
- ❑ Repair and replace broken sidewalks

EDUCATION

- ❑ Train staff on pedestrian and bicycle facility design.
- ❑ Train development community about pedestrian and bicycle planning and safety issues
- ❑ Bicycle skills training

FUNDING

- ❑ Include pedestrian and bicycle facilities in capital improvement programs
- ❑ Include pedestrian and bicycle facilities as a part of roadway widening and improvement projects
- ❑ Support Measure A pedestrian and bicycle facility allocation
- ❑ Set priorities based on safety and latent demand
- ❑ SACOG Community Design grants & Bike/Ped grants
- ❑ California Bicycle transportation Account
- ❑ Safe Routes to School

www.walksacramento.org

WALKSacramento
909 12th Street, Suite 203
Sacramento, CA 95814
(916) 446-9255

www.sacbike.org

Sacramento Area Bicycle Advocates
909 12th Street, Suite 116
Sacramento, CA 95814
(916) 444-6600